

**REMARKS**

The objection raised with respect to the Abstract of the Disclosure is overcome by the above requested Abstract amendment(s). If the any further amendment to the Abstract is believed necessary, the Examiner is invited to contact the undersigned to discuss the proposed change(s) to the same.

The amendment filed June 24, 2003 was objected under 35 U.S.C. 132 because it introduces new matter. Specifically, the Applicant attempted to amend the specification to include an "automatic transmission". As pointed out by the Examiner, since the German word *shaltgetriebe* literally translates into the word "transmission", the Applicant removed specific reference to the terms "automatic" and "manual" when referring to the transmission. The above newly amended paragraphs 005, 009, 021 and the Reference numerals section of the specification are rewritten to overcome some informalities noted in the specification on file. The undersigned avers that the newly amended paragraphs of the specification do not contain any new subject matter.

Claim 23 is rejected, under 35 U.S.C. § 103(a), as being unpatentable over Sherman '111 while claims 21 and 21 are rejected, under 35 U.S.C. § 103, as being obvious in view of Sherman '111 and Toyoda et al. '890 and Schneider '618, respectively. The Applicant acknowledges and respectfully traverses all of the raised rejections in view of the following remarks.

Sherman '111 discloses an integrated hybrid transmission with an inertia assisted launch. This transmission employs compounded first and second planetary gear sets as disclosed in the Abstract and shown in the drawings. In particular, Fig. 2 shows a compounded planetary gear set 15 having a first planetary gear set 19 and a second planetary gear set 21. Each of these gear sets consists of a number of planetary gears 22 and 25, ring gears 18 and 28 and sun gears 16 and 24. The presently claimed invention, as recited in amended claim 23, claims a single planetary gear set consisting of only one ring gear, one sun gear and one planet carrier having at least one planetary gear.

The Applicant acknowledges that these additional references of Toyoda et al. '890 and Schneider '618 may arguably be related to the feature(s) indicated by the Examiner in the official action. Nevertheless, the Applicant respectfully submits that the combination of the base reference of Sherman '111 with this additional art still fails to in any way teach, suggest or disclose the above distinguishing features of the presently claimed invention. As such, all of the raised rejections should be withdrawn at this time in view of the above amendments and remarks.

In order to emphasize the above noted distinctions between the presently claimed invention and the applied art, the independent claims 21, 22 and 23 of this application now recite the features of

[a]n electrodynamic drive system (2) for a vehicle located between a drive source (4) and a transmission (16), having a single planetary gear set (12), the single planetary gear set (12) consisting of a single sun gear (50), a single internal gear (10), and a single planetary gear carrier (32) comprising at least one planetary gear (36), wherein the planetary carrier (32) is connected to the transmission (16). . .

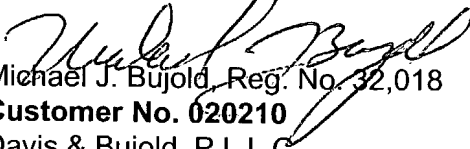
Such features are believed to clearly and patentably distinguish the presently claimed invention from all of the art of record, including the applied art.

In view of the foregoing, it is respectfully submitted that this application is now placed in a condition for allowance. Action to that end, in the form of an early Notice of Allowance, is courteously solicited by the Applicant at this time.

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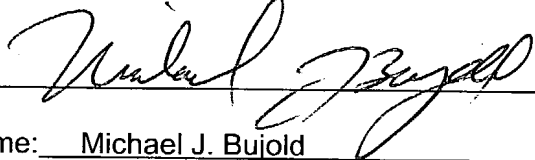
In the event that there are any fee deficiencies or additional fees are payable, please charge the same or credit any overpayment to our Deposit Account (Account No. 04-0213).

Respectfully submitted,

  
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